

BLAISDELL CASE UP ON MONDAY

Objections of Beneficiaries—
The Edmunds Act Holds—
Car Schedule Case.

A hearing of the Blaisdell estate matter is due before Judge De Bolt on Monday morning. Objections of the beneficiaries to the final and supplementary accounts of J. Alfred Magoon, trustee under the will of J. L. Blaisdell, deceased, were filed on Saturday by Kinney & Marx, attorneys, together with a motion to confirm the master's report and asking that the trustee be surcharged as the master recommends. The sole beneficiaries are John L. Matilda R. and Jane A. Blaisdell.

Objection is made to each and every investment of the trustee. Each and every one of them is alleged to have been "made in violation and disregard of the duties and in excess of the powers of said J. Alfred Magoon as such trustee."

The trustee is declared to have committed a breach of trust in making each of the investments in his own name, and in taking over property in his own name and in the names of third parties.

Magoon, it is averred, did not use sound business judgment or care and diligence in making the investments and in taking over the property, and was guilty of gross carelessness and negligence in the transactions mentioned.

It is further set forth that the trustee, in violation and disregard of his duties and in excess of his powers, released, surrendered and abandoned certain property given as security for certain investments, and in so doing was guilty of gross carelessness and negligence.

It is moved that the report of John Marcellino, master, be approved and confirmed, and that Magoon be surcharged with the sums of money improperly invested by him in each and every of the securities mentioned in the inventory dated December 3, 1907, and that he be surcharged with the amounts loaned by him as trustee on each and every parcel of land and premises taken over by him, and that he be held responsible for and surcharged with all losses of interest and other losses occasioned by reason of said improper investments and the taking over of said property and the release of property held as security or otherwise.

EDMUNDS ACT RUNS.
In a written opinion Judge Dole overruled the demurrer presented by C. W. Ashford to the indictment of Lee Sa Kee for adultery. It was demurred that the Edmunds Act was intended solely for the suppression of polygamy in Utah Territory and did not apply to the Territory of Hawaii.

The court quoted the various enactments of Congress covering the class of offenses designated in the Act in question, showing that they assuredly did apply to the territories in general as well as Hawaii in particular.

Another point in the demurrer found not well taken was that the Federal law could not be enforced here in cases of crime provided against by Territorial law. Judge Dole pointed out that there was concurrent jurisdiction of Federal and Territorial law in respect to various matters. It was indeed possible to have offenders punished twice for the same offense if such violated both laws. An instance cited was the matter of pure food laws.

YOUNG THIEF SENTENCED.
Louis Florkoff, the sixteen-year-old lad who pleaded guilty to stealing articles from the United States military storehouse, was sentenced by Judge Dole to be imprisoned at hard labor for one year and to pay costs. In passing sentence the court expressed regret that there was no place but prison to which such a boy could be sentenced.

WILL CONTEST DROPPED.
Under a stipulation between O. A. Steven, executor, and Minnie Lucwelko, widow, filed by their respective attorneys, Thompson & Clemens and T. M. Harrison, Mrs. Lucwelko withdraws her contest of probate of the will of her late husband, Frank Lucwelko, and is allowed to withdraw the money she deposited for payment of costs.

CAR SCHEDULE CASE.
The first case to be heard at the January session of the Supreme Court, to open at 10 o'clock Monday, will be that of C. R. Hemenway, Attorney General, v. Rapid Transit Co. This is the company's appeal from Judge De Bolt's injunction restraining it from changing the Liliha street car schedule so as to give the Waialae end of that line a more frequent car service.

DIVORCE CASES.
The Leialoha divorce trial before Judge De Bolt, which took up two sessions on Friday, continued throughout Saturday morning without coming to an end. Samuel Leialoha is fighting a libel charging him with extreme cruelty and non-support.

ABSORBING A LANGUAGE.
Passenger Manager W. W. Jeffries, of the International mercantile marine, was discussing in New York the other day the record-breaking army of tourists that is now returning from Europe. "The size and the opulence of this multitude," said Mr. Jeffries, "speaks well for our grand country's prosperity. The people are bringing back many things with them from abroad. And the men are bringing back, among other things, some good stories."

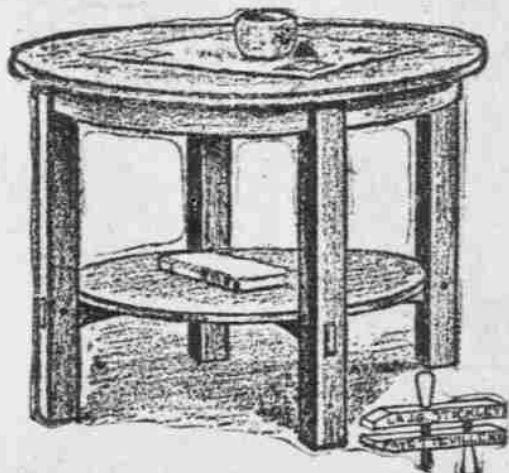
"A Chicagoan told me yesterday of an incident that happened in a Highland inn. 'In the smoke room of this inn the Chicagoan complained that he very much regretted his inability to speak Scotch."

"'Hoots, mon,' said the pretty rosy-cheeked barmaid, 'ne'er mind that so lang as ye can swallow it.'"

One package of chocolate chips from Alegretti's will do more to bring peace in the home than anything else. Benson, Smith & Co., Ltd.

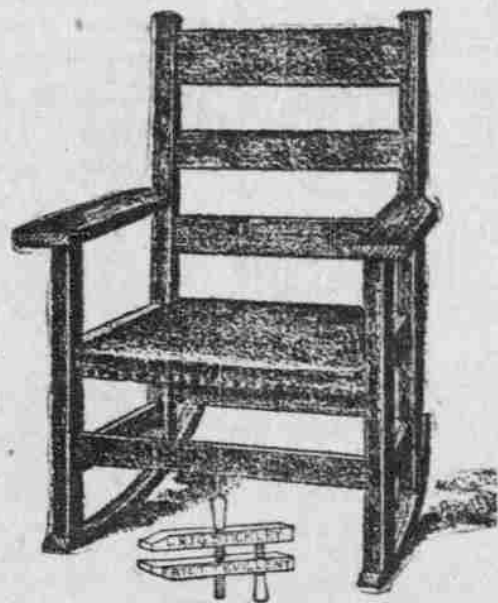
"Your husband is not a very practical man, is he?" "No," answered Mrs. Torkins. "His idea of economy is to save up money to bet at the next race meeting."—Washington Star.

Handcraft Furniture.



J. HOPP & CO., the furniture people in the Lewers & Cooke building, King street, received on the steamer "Nevadan" their long delayed stock of fine furniture for the holiday trade. All of the goods are direct from Eastern factories. They have been opened up and marked, and ready for your most careful inspection and admiration. Now it is worth your while to see them.

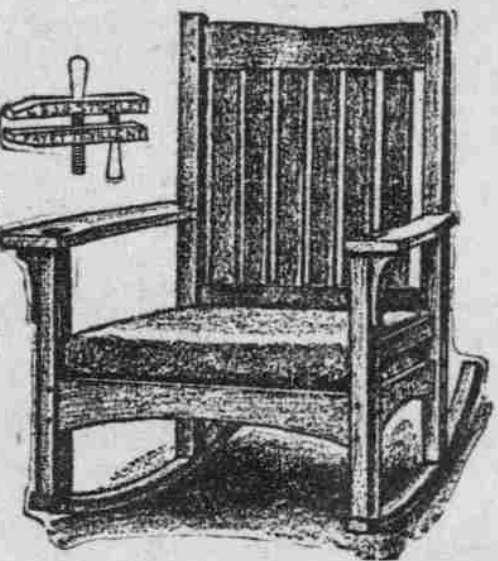
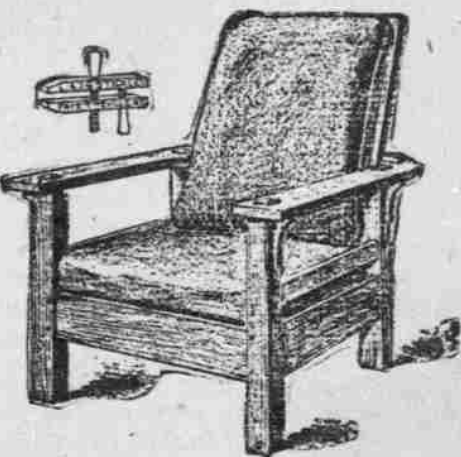
For months we have been promising our customers to show them more of Stickley's Handcraft furniture, the dainty make of hand-made modern American furniture, the stuff built by hand and



built to last, stained in browns, blacks and greens in such soft colors that the effect is quiet, rich and pleasing. The chairs and rockers of this Handcraft furniture are richly upholstered in Spanish leathers. A careful study of the dimensions and details of Handcraft furniture will show great care has been taken in working out proportions so that the furnishings for any room may be selected without the aid of special sizes. All pieces are fully guaranteed by the makers. And best of all it is such a distinctly rich appearing and unique class of furniture that your neighbor cannot have her cook look at it, make a set like it of soft wood, daub it over with cheap stain, and pose as the owner of good furniture—in other words it is goods you do not have to apologize for, it is the real article. We would have sold a lot of it during the past few weeks for Christmas gifts had the goods not been delayed a long time in reaching us.

The genuine Handcraft goods each bear a small crafter's design or hall mark which cannot be mistaken.

Let us show it to you. Good silver has its house or hall mark—the mark of quality—and so it is with good furniture. The Handcraft furniture can be had in dining sets, arm rockers, slipper rockers, Morris chairs, lounging chairs and rockers, tables of all sizes and shapes, tea tables, smoking tables, plant stands, writing desks, etc. Look for the sign of the cabinet maker's handscrew.



J. HOPP & CO.

Lewers & Cooke Building : : King Street.

CAN THE GYROSCOPE STOP ROLLING OF SHIPS AT SEA?

Remarkable Claim of a German Inventor—
Rigidity Imparted to Vessels Under Stress
of Weather—Some Tests.

When Louis Brennan astonished the scientific world a few months ago by demonstrations of the practical value of the gyroscope as applied to railroad engineering, he by no means exhausted the wonders of this newly discovered but very old mechanical principle.

A German inventor announced at about the same time that the gyroscope had remarkable power of imparting rigidity to ships at sea in heavy weather. His claims met with far greater incredulity among practical mariners than was aroused by Mr. Brennan's demonstrations at the Royal Society. But seeing is believing in most cases, and in this one the skeptical have been forced to conviction.

On three days of last week a series of tests of the gyroscope apparatus was made in the North Sea off Tyne-mouth under the direction of the inventor, Dr. Schlick. The vessel used was a boat of the torpedo boat class, the See-bar. Representatives of many of the cross Channel and English Coastwise Lines attended the trials.

The weather on each of the days was sufficiently rough to enable the steady effect of the gyroscope to be demonstrated. The See-bar is 116 feet long, about 11-3/4 feet broad and of 56 tons displacement, so that a moderate amount of sea for a vessel of her dimensions represented the action of waves of considerable magnitude upon ships of large size.

On Wednesday last the conditions were most severe. A gale had been blowing during the night, and the waves encountered by the See-bar had heights of from six to eight feet and lengths of from 60 to 100 feet. Vessels of much larger dimensions than the See-bar were rolling through considerable angles at the time when the tests were made.

They were conducted in the following manner: The vessel was placed broadside on to the waves, or nearly so, with the gyroscope fixed, and was al-

lowed to roll freely. The maximum indications to the vertical attained were on several occasions 15 degrees on each side.

The motion of the vessel was very quick; the period of oscillation for a double roll with the gyroscope fixed slightly exceeded four seconds. When a considerable oscillation had been attained the gyroscope apparatus was set free by releasing the brakes by which it had been previously held and was permitted to oscillate longitudinally about a transverse horizontal axis, the bearings of which were attached to the hull of the vessel.

The effect upon the rolling was most remarkable. It was "damped" immediately, and after a few oscillations was practically extinguished, the deck remaining almost horizontal, while the vessel heaved up and down. Some of the nautical representatives on board were of the opinion that if the rolling

could be extinguished in this manner and the deck kept nearly horizontal there would be a risk of the waves breaking on board to a greater extent than when the vessel was rolling. Observation, however, proved that the contrary was true; the deck kept perfectly dry as the vessel heaved up and down with the gyroscope in action, and the conditions were much more comfortable than they were when the gyroscope was fixed and the vessel permitted to roll broadside onto the waves.

These results absolutely confirmed those previously obtained in Germany, and they greatly impressed the representatives of the steamship lines who witnessed them. It is anticipated that the result of the demonstration will be the practical adoption of the system in certain steamships almost immediately.

Messrs. Swan Hunter and Wigham Richardson have decided to make the first applications of the system in vessels of the coasting and cross Channel type, where its advantages will be greatest, and for this purpose, in conjunction with Dr. Schlick, are working out a standard pattern of gyroscope which would be applicable to such vessels, of which the displacement ranges from about 1,000 to 2,000 tons.

The advantages in regard to cost and speed of production of having a standard pattern of gyroscope will be obvious. All that will be needed is to vary the rate of revolution appropriately in order to secure sufficient steadying effect in vessels of different sizes and weights.

Even in the smaller vessels to be

dealt with the weight and space required for an effective gyroscope will be but moderate in amount, and the comfort of passengers in vessels which from their small dimensions must have a quick period of rolling if they are endowed with adequate stability will be very great. Already the Hamburg-American Company is constructing a gyroscope to be fitted in its pleasure steamer Silvana, which runs between Hamburg and Heligoland.

The victims of seasickness would be premature, perhaps, in assuming that the days of mal de mer are over, but they can at least hope that their distress will be greatly mitigated. It is impossible, of course, to do away with the up and down motion in a heavy sea, but on big liners this amount, to almost nothing when the rolling has been eliminated.



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When it Comes

to refrigerators, the best is none too good. A "so-so" refrigerator is worse than none, because you trust it to keep the food pure and fresh,—and it doesn't do it. The

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Cleanable Refrigerator

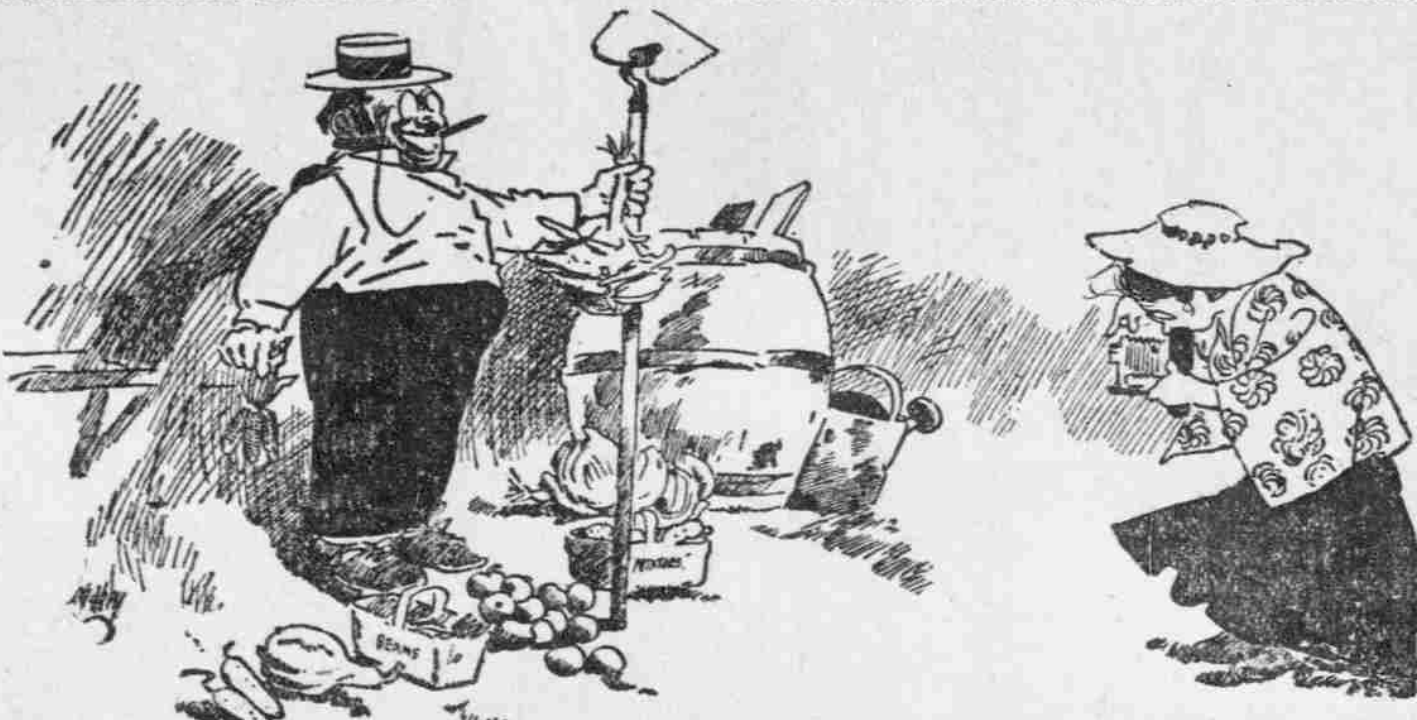
IS THE VERY BEST, because it

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|--------------------------|--------------------------------------|
| (1) is most convenient, | (4) is clean, cool, solid, handsome, |
| (2) is most durable, | (5) has perfect circulation of air, |
| (3) is easiest to clean, | (6) is most efficient. |

H. Hackfeld & Co., Ltd.
HARDWARE DEPARTMENT

THE DRAMA IN PLUNKVILLE.

"Look at her trustin' that owdacious villain," wailed Maw Hoptoad. "Why are wimmen so trustful an' unsuspictin' on the stage?" "I dunno," answered Paw Hoptoad. "They cert-inly ain't in real life."



HARVEST TIME IN THE SUBURBS: THE FIRST CROP.

—Cleveland Plain Dealer.